SHRI RAJESH PILOT: If we have to have a six-lane traffic, it will be costly. Let us go step by step. Proposals for having a four-lane traffic in certain stretches on national highways No. 1 are under consideration.

SHRI SUSHIL CHAND MOHUNTA: By the time the funds are made available, eight-lane traffic will be a necessity. You should go ahead faster.

MR. CHAIRMAN: The question can be put at that time.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, the Minister while replying to a supplementary said that there are five criteria in regard to declaring a highway as a national highway. I would like to know from the Minister, when were these criteria, these guidelines, laid down? Is it not time that these guidelines are revised in view of cetrain other factors which have come up for consideration in regard to national highways?

SHRI RAJESH PILOT: At the moment, there is no such proposal. But if the hon. Member has got something in his mind, he can guide us and we will take his views into consideration.

SHRI PAWAN KUMAR BANSAL: I would like to know from the hon. Minister, whether in view of the strategic importance of Punjab, where there is the historically important GT Road now named Sher Shah Suri Marg or National Highway, No. 1, is there any proposal to declare any other highway as national highway?

MR. CHAIRMAN: In Punjab.

SHRI RAJESH PILOT: There is no such proposal at present.

Viability of Vayudoot

*125. SHRI ASHWANI KUMAR:†
SHRI S. W. DHABE:

Will the Minister of TRANSPORT be pleased to state:

(a) what was the financial viability of Vayudoot during the years 1984-85 and 1985-86;

(b) whether there is any coordination between the Indian Airlines and the Vayudoot in the field of administration; and

(c) if so, what are the details in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Vayudoot earned a net profit of Rs. 12.57 lakhs during the year 1984-85. In 1985-86, a loss of Rs. 78.46 lakhs is estimated.

(b) and (c) Yes, Sir. Coordination is ensured by representatives of Indian Air-lines being on the Board and important committees of Vayudoot, through the forum of the Air Transport Coordination Committee and other Groups under the aegis of the Department of Civil Aviation.

श्री अश्विनी कुमार : सभापति जी, पिछले वर्ष 12 लाख रुपये का लाभ हुआ था जब कि बहुत सारे जो विमान थे वह इंडियन एयरलाइन्स ने उनको दे दिये थे जो कि बुक वैल्यू के आधार पर बहुत सस्ते दाम पर दे दिये गये हैं। अब धीरे-धीरे नये विमान खरीद जा रहे हैं और कैपिटल इनवैस्टमेंट हो रहा है और इस वर्ष लगभग 78 लाख की हानि होने की सम्भावना पैदा हो गई है।

क्या मंत्री महोदय बताने की कृपा करेंगे कि वह क्या उपाय कर रहे हैं कि वायुदूत के प्रसार के साथ-साथ उसकी हानि का प्रसार न हो और वह लाभ से चल सके ? अगर उन्होंने कोई योजना बनाई है, तो उससे जरा अवगत कराने की कृपा करें ?

SHRI JAGDISH TYTLER: Sir, the losses are due to many reasons. Increase in depreciation and interest costs, inflight capacity development, gestation period is required, too steep hikes in the fuel prices and then also air-linking of north-east stations which are charged 17 per cent less than the fare charged for other stations. We have taken some steps to

†The question was actually asked on the floor of the House by Shri Ashwani Kumar.

see that the Vayudoot does not go in a loss. The Government has recently decided to acquire turbo props of the Indian Airlines on book value. There is a negotiation going on but the Ministry has taken a stand that we would take it on book value. There is also a proposal to levy route navigational and landing charges on Vayudoot on concessional rates. State Governments have been requested not to charge sales tax on the fuel and also if possible to grant subsidy wherever possible. Sir, I would also like to mention that this loss is more a loss of book value because the cash break-even that we are maintaining will show that in the first fuel hike we went into a loss of Rs. 45 lakhs and in the second hike we went into a loss of 7.5 lakhs. This also includes the interest of Rs. 1 crores which the Vayudoot paid and also Rs. 78 lakh which was the depreciation. So, we are not doing that bad.

श्री अश्विनी कुमार : माननीय मंत्री जी ने कुछ योजनाएं तो रखी हैं कि किस प्रकार से वे लास घटाएंगे परंतु वे इतनी विस्तृत हैं कि उसमें से कोई सक्रियता और नतीजे जल्दी निकलने की आशा नहीं है और ऐसा लगता है कि इसका लास बढ़ता जायेगा । इसी के साथ बार बार घोषणाएं हो रही हैं कि इसे विस्तार किया जा रहा है और कई नये नये स्थान वायुदूत के साथ जोड़े जा रहे हैं । मैं जानना चाहता हुं कि इस हानि को देखते हुए और इन सारी योजनाओं को देखते हुए इस वर्ष में कहां कहां वायुदूत से नये स्थान जोड़ने की योजना बना रहे हैं ?

SHRI JAGDISH TYTLER: Sir, we have a plan to link many stations in 1986 and 1987. I have got a long list which I would place on the Table of the House.

MR. CHAIRMAN: Just you read out one or two stations.

SHRI JAGDISH TYTLER: This is for the year 1986-87. In Jammu and Kashmir, Jammu, Poonch, Kishtwar, Rajouri, in Himachal Pradesh: Simla; in Madhya Pradesh: Bhopal, Bilaspur, Jagdalpur; in Punjab; Bhatinda, Pathankot, Jalandhar; in Rajasthan..

MR. CHAIRMAN: Yes, you may stop now. (*Interruptions*).

SHRI JAGDISH TYTLER: Sir, let me read out a few more stations for the benefit of the Members.

SHRI S. W. DHABE: Let him read out some places.

SHRI JAGDISH TYTLER: If you allow me, I will cover some of the States. (*Interruptions*).

MR. CHAIRMAN: The whole time will be taken up by this one question.

SHRI SURESH KALMADI: We do not want to know the names. This is passing time. Hardly ten minutes are left.

श्री गुलाम रसूल कार : यह बहुत जरूरी है ।

MR. CHAIRMAN: Mr. Dhabe.

SHRI S. W. DHABE: Mr. Chairman, Sir, as an experiment, Vayudoot service was to connect district, divisional and smaller places but in Maharashtra there is no connection between Nagpur and Aurangabad and between Nagpur and Poona. Then this trend of Vayudoot making losses is very dangerous. It is said that a loss of Rs. 78.46 lakhs is estimated in 1985-86 and I do not know what is the trend in 1986-87. I would like to know whether it is making loss or profit.

Then, Sir, there is absolutely no coordination between Indian Airlines and the Vayudoot service. Vayudoot has no staff. I will give my own

experience. I purchased a ticket from Bombay to Nanded from Nagpur. It was a wait-list ticket. When I went to the Indian Airlines office in Bombay, they said they had no machinery, no booking agency for the Vayudoot service. They asked me to go to some Ambassador travel agents, near about Bombay Indian Airlines office. Their representative told me that "unless you book a ticket from our agency, we shall not give confirmation of ticket". Then again I went to the Indian Airlines. They said: "Go to the booking office at Santa Cruz airport. There alone you can get confirmation". Therefore, the meagre staff that you are providing for the Vayudoot service cannot give proper service. May I know from the Minister whether he will consider that at least for passenger tickets there is complete coordination and the Airlines act as an agent of the Vayudoot?

SHRI JAGDISH TYTLER: I can consider that.

SHRI PARVATHANENI UPENDRA: For once I went to say a good word about the Minister. He has taken up this extension of the Vayudoot service which is good. Vayudoot service is being introduced in special circumstances to connect distant places. Ours is a land of long distances and we should not judge the service simply on the viability standards. The Minister has mentioned a number of steps which he is taking to make it viable, one of them being exemption from sales tax on aviation fuel. I would like to know from the Minister what the response of the State Government is to his request.

Secondly, some of these services can be made viable by extending them to other centres. Some of them are short-distance services and they can be extended. For example, Warangal service can be extended to Ramagundam and Kathagodem which I suggested once.

Thirdly, I would like to know whether the State Governments, where they have suggested introduction of an uneconomical service, have come forward to pay for the vacant seats for some time until the service becomes viable.

SHRI JAGDISH TYTLER: As regards the first question, some of the States have responded and I think the other Chief Ministers are also favourably looking at that. I know for a fact that on the particular Hissar flight, the Haryana Chief Minister had agreed. when I went there, and he announced that he would under-write these seats. And what is your third question?

SHRI PARVATHANENI UPENDRA: About extension of service.

SHRI JAGDISH TYTLER: Every year we have a plan right upto 1990 of the stations we are going to connect and it is a fact that a short haul is more expensive for Vayudoot. Actually there is shortage of aircraft and now since Donier is going to be manfactured in the country and we have already put our demand for that, as soon as we start getting the aircraft, we would like to connect as many places as possible and create also a competition to the Indian Airlines.

SHRI PARVATHANENI UPENDRA: Sir, he has not followed my question. I did not say about new services; I said you extend the existing services. Where it is a short haul, if you extend the service to more centres, it becomes viable and I gave one specific example.

SHRI JAGDISH TYTLER: We can consider that.

SHRI SURESH KALMADI: Sir, the balance-sheet has been well balanced. A profit of Rs. 12 lakh has been shown and I must congratulate the Minister for that. But the reasons

for the losses on the Vayudoot which were there last year are going to continue this year, one of which being the Avro aircraft. The Minister will agree with me that even with 100% occupancy, Avro runs into a 150% loss. And also the Donier aircraft is just 18-seater. We have been saying on the floor fo this House that Donier will not be economical. The Minister will agree with me that the waiting list at the airport just does not justify a 18-seater aircraft, plus it is not cost effective. Now that the Minister has said that more Donier aircraft are being manufactured in the country, to make it cost effective is he thinking in terms of a 40—45-seater aircraft as well for the Vayudoot? And part (b) of my question is, is there a dispute between Vayudoot and Indian Airlines over the cost of the aircraft handed over to Vayudoot?

SHRI JAGDISH TYTLER: First of all, there is no dispute because the Ministry has taken a decision and some of the aircraft have been transferred on book value. As for the first part, it is a fact that with 19-seater which the Donier is we are also thinking of acquiring 40-seaters.

SHRI SURESH KALMADI: But why didn't you think of it earlier?

MR. CHAIRMAN: You should have put the question earlier.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, is there any survey as to which routes are in loss and which are in profit? A Vayudoot service from Bombay-Aurangabad to Nanded is there but we don't get tickets even for eight days. There are only three flights in a week and so people are demanding that instead if three flights there should be six flights in a week. Or, Nanded-Hyderabad by a small Avro aircraft by the Indian Airlines. Is it possible? I want an answer.

SHRI JAGDISH TYTLER: I will consider that, Sir.

SHRI SUKOMAL SEN: Sir, while the Indian Airlines is making profit, Vayudoot is simply incurring losses. I would like to know what actual financial considerations or administrative considerations led to the formation of a separate body, that is, Vayudoot, while it is further adding to the overhead charges actually without further expansion of the services to many more regions. In fact, from many States there are demands also. I do not want the Minister to read out the list but I would like to know what are the difficulties in extending Indian Airlines itself to those remote places instead of Vayudoot. There is another problem for Members of Parliament. If I want a ticket by Vayudoot and then by IAC and again by Vayudoot, the Airlines office in Parliament House does not provide the tickets for Vayudoot. That is another lack of coordination between Indian Airlines and Vayudoot. I hope the second part also the Minister will look into and solve the problem.

SHRI JAGDISH TYTLER: Yes, I have already answered that. We will see that there is more coordination between Indian Airlines and Vayudoot.

MR. CHAIRMAN: Can the tickets be issued for both IAC and Vayudoot in the Parliament House—combined ticket?

SHRI JAGDISH TYTLER: Yes, Sir. I will see to it that Vayudoot also has a counter here.

SHRI R. RAMAKRISHNAN: Mr. Chairman, I have a very simple question. Is it a fact that Vayudoot owes a lot of money to Indian Airlines? If so, what is the amount and why the delay in payment?

SHRI JAGDISH TYTLER: Sir, it is difficult to answer this.

MR. CHAIRMAN: He wants notice.

SHRI INDRADEEP SINHA: Sir, the honourable Minister is reported to have made a statement that he is thinking of introducing air taxis from the private sector. Now is there any proposal to induct the private sector also in Vayudoot services in the form of air taxis?

SHRI JAGDISH TYTLER: No, Sir.

श्री सुशील चन्द मोहन्ता : श्रीमन, यह जो वायुदूत की सर्विस है दिल्ली से हिसार तक यह वायेबिल नहीं है, उसके लिए चीफ मिनिस्टर ने कहा है कि कुछ सीट अन्डरराइट कर देंगे । मैंने पहले भी प्रपोजल दिया था और आज भी निवेदन करता हूं कि इसको हिसार से आगे एक्सटेंड कर दिया जाय सिरसा और गंगानगर तक तो इसमें किसी को अन्डर-राइट करने की जरूरत नहीं होगी, कोई लास नहीं होगा और लोगों को सुविधा भी हो जाएगी । सिरसा में एक बहुत बड़ा एयरपोर्ट है एयरफोर्स का, वह युटिलाइज हो सकता है फार दिस परपज, इसके लिए कोई खास दिक्कत नहीं होगी ।

श्री जगदीश टाइटलर : इस सर्विस को पटियाला और चंडीगढ़ तक ले जाने का विचार है ।

श्री सुशील चन्द मोहन्ता : मैंने सिरसा और गंगानगर का पूछा है, क्या वह हो जाएगी ? My question has not been answered, Sir.

MR. CHAIRMAN: Everything cannot be answered. You must also know the difficulty.

श्री महेन्द्र मोहन मिश्र : बिहार में वायुदूत की सेवा अभी चालू की है । इसके पहले सेवा थी, किसी कारण वह सेवा हटा ली गई । गया बहुत धार्मिक स्थान है, काफी टूरिस्ट आते हैं । मैं मंत्री महोदय से पूछना चाहता हूं कि यह सेवा गया कब ले जाने वाले हैं ? दूसरा प्रश्न यह है कि उत्तरी बिहार जो सबसे पिछड़ा क्षेत्र है क्या वहां के क्षेत्र को किसी भी पोएन्ट पर आप वायुदूत से टच कर रहे हैं ?

SHRI JAGDISH TYTLER: Sir, in 1986 we will be connecting Gaya.

SHRI MAHENDRA MOHAN MISHRA: What about north Bihar?

SHRI JAGDISH TYTLER: As far as north Bihar is concerned, as yet we have no plans. The second plan is for connecting Purnea in Bihar.

SHRI MAHENDRA MOHAN MISHRA: In which year?

SHRI JAGDISH TYTLER: In this year.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

'One child' norm for family planning

*126. SHRI VITHALRAO MADHAVRAO JADHAV: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government propose to bring forward a legislation to enforce one child norm for the family planning irrespective of caste and religion; and

(b) if so, what are the details in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) No, Sir.

(b) Does not arise.